

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECURITY INFORMATION

COUNTRY	Rumania	REPORT NO.	[REDACTED] 25X1A
SUBJECT	Controls on Rumanian Railroads	DATE DISTR.	6 April 1953
		NO. OF PAGES	2
DATE OF INFO.	[REDACTED] 25X1C	REQUIREMENT NO.	RD
PLACE ACQUIRED	[REDACTED]	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1X

SOURCE: [REDACTED]

1. Control in the Railroad Stations: In every railroad station there is a militia post of the Rumanian railroads (CFR). It has the duty of insuring order at the ticket offices and waiting rooms, executing raids around the station and guarding the loading and unloading operations. At important points such as warehouses, power transformers and power stations, a fixed militia post is installed. The militiamen, while making the rounds of the railroad station, spot check travelers' identification papers, especially those seemingly suspicious. When they request the identification papers, the showing of the identity card seems to be sufficient. The militia men also inquire about the purpose of the traveler's visit in the locality if he is from out of town. If at a ticket office, a ticket for a point in the forbidden zones is requested, the purchaser is compelled to show a permit of entry for that zone.
2. Control in the Trains: Passenger trains are accompanied by a militia squad composed of two to four soldiers in charge of policing the train. They assist the train personnel in carrying out their duties. On the regular lines there are very few controls. The only time identification papers must be produced is upon a special order of the Securitatea, as in the case of escapees believed to be in the region. For the frontier zones, checks of papers are made only for those persons leaving the train in those zones. For example:
 - a. If a person leaves Lugoj to go to Craiova and has a ticket to one of the stations located outside the zone Baile Herculane-Strehaia, he is not checked if he tells the militia that he is going either to Craiova or Slatina and shows the train ticket.
 - b. If he goes to one of the stations inside the frontier zone, he must show his identification card, either issued from a locality located within the zone, and stamped with the seal of the zone, or from another locality in the country, but in the latter case bearing two stamps: the zone seal and a seal from the place where he works, bearing the date he was hired. When a person is neither a native of the zone nor works there he is obliged to produce,

25X1A

SECRET/CONTROL - U.S. OFFICIALS ONLY

513

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1A

- 2 -

in addition to his identification card, a permit to enter the zone. This permit mentions the destination station, the village and the address where he is going, and the purpose of his journey. Sometimes the controlling authorities ask the traveler where he works and what his relationship is with the person he intends to visit.

- c. For all trains coming from Timisoara-Lugoj, the militia board the train at the Baile-Herculane station and stay on the train up to Turnu-Severin, where another squad boards it for control purposes. The second squad leaves the train at Strehala and returns to Turnu-Severin with the next train.

3. In the railroad stations located in the frontier zone, one or two militia men are posted at the exit. There is a very strict control carried out in the Turnu-Severin station. The travelers are checked as soon as the train which brought them has left, thus preventing those with no permits from re-boarding the train to go further. There is no possibility of going into the station yards unless one is dressed in the uniform of the militia or of a railroad man, and bears the necessary papers.
4. Both in the trains and outside the trains, in the stations the control is rather superficial. Some militia, even officers, show signs of boredom. There are some cases for which there is no particular provision on the identification cards and permits, which makes it difficult to recognize false permits.
5. On the route Bucharest-Fetesti-Medgidia-Constanta the permit checks are made in the same way as on the route Filiasi-Turnu Severin-Lugoj. The Militia boards the train in the station of Medgidia. The same papers as above are required. [REDACTED] or not the same controls are made on secondary lines such as Medgidia-Cobadin and Medgidia-Babadag-Tulcea, on trains going towards the Bulgarian frontier or towards the Danube.
6. [REDACTED] there are no controls at all on the line towards Tulcea. He does not know about trains going towards Bulgaria and cannot draw any conclusions since [REDACTED] to the effect that the cities of Calarasi, Oltenita, Giurgiu, Turnul Magurele, Corabia and Calafat might be forbidden zones.

25X1X

25X1X

25X1A

SECRET/CONTROL - U.S. OFFICIALS ONLY